Ford Pickup Box Removal Guidance

Table of Contents

Introduction 2
PART I - Models Available for Pickup Box Removal 2
PART II - Information Concerning United States and Canada Safety Standards 2
PART III - Information concerning Exhaust and Evaporative Emissions Requirements 4
A. US Environmental Protection Agency Guidance 4
B. California Air Resources Board Guidance 4
C. Ford Guidance 4

Introduction

The following information is presented in three parts for vehicle alterers who intend to remove the pickup box from certain Ford pickup trucks, and install aftermarket second unit bodies on those vehicles.

Part I details those Ford pickup models that may be altered by removal of the pickup box and installation of an aftermarket second unit body, and indicates where specific questions should be directed.

Part II provides information concerning the obligations and responsibilities of vehicle alterers with respect to United States and Canada Motor Vehicle Safety Standards (F/CMVSS).

Part III provides information for vehicle alterers with respect to United States and California exhaust and evaporative emissions.

Vehicle alterers who intend to modify vehicles, as described above, may use the information and conditions provided herein to assist them in determining whether modified vehicles comply with applicable regulatory requirements.

PART I - Models Available for Pickup Box Removal

Ranger Pickups listed in Table A and Super Duty Pickups listed in Table B may be altered by removing the pickup box and installing an aftermarket Second Unit Body (SUB).

It is the responsibility of the vehicle alterer to assure compliance and certification of the altered vehicle to all applicable requirements. Specific questions concerning compliance and/or certification to safety standards, emissions and fuel economy regulations should be directed to the vehicle alterer's legal counsel or the United States National Highway Traffic Safety Administration (FMVSS and Federal fuel economy standards and requirements), the Canada Ministry of Transport (CMVSS, emissions, and noise regulations), the Canada Department of Communications (Canadian RFI regulations), the United States Environmental Protection Agency (EPA) (United States emission requirements) or the California Air Resources Board (California emissions and fuel vapor recovery requirements), and the vehicle noise emission control authorities, if any, in the state and locality in which the vehicle is sold.

If you have technical, product-related questions concerning some aspect of the vehicle alteration, a representative of Ford Motor Company will be happy to talk with you. Please contact your regional sales office or email the Ford Truck Body Builders Advisory Service (BBAS) by navigating to www.fordbbas.com and selecting the "Contact Us" tab.

PART II - Information Concerning United States and Canada Safety Standards

The vehicle alterer is responsible for determining continued conformity of the altered vehicle with F/CMVSS under 49 C.F.R. Part 567 and pursuant to Section 9 of the Canadian Motor Vehicles Safety Regulations in Canada. As outlined in these requirements, the vehicle alterer must ascertain which F/CMVSS are affected by the alteration, and subsequently affix a label that certifies that the altered vehicle conforms to all affected safety standards. In the information that follows, Ford has endeavored to provide sufficient guidelines to the vehicle alterer for certifying that the vehicle conforms to all F/CMVSS affected by the vehicle alteration.

Federal and Canadian Motor Vehicle Safety Standards Compliance

Conformity to the following FMVSS and CMVSS are affected by the removal of the pickup box and rear bumper, and installation of an aftermarket second unit body:

F/CMVSS 105(1) – Hydraulic Brakes

F/CMVSS 108 – Lighting Equipment

F/CMVSS 111 – Rear View Mirrors

F/CMVSS 126(2) – Electronic Stability Control Systems

F/CMVSS 135(3) – Light Vehicle Brake Systems

F/CMVSS 204(4) – Steering Control Rearward Displacement

F/CMVSS 208 – Occupant Crash Protection

F/CMVSS 212(2) – Windshield Mounting

F/CMVSS 219(2) – Windshield Zone Intrusion

F/CMVSS 301(2) – Fuel System Integrity

Notes:
(1) Applicable to vehicles with a GVWR over 3500 Kg (7716 lb).
(2) Applicable to vehicles with a GVWR of 4536 Kg (10,000 lb) or less.
(3) Applicable to vehicles with a GVWR of 3500 Kg (7716 lb) or less.
(4) Applicable to vehicles with a GVWR of 4536 Kg (10,000 lb) or less and an unloaded vehicle weight of 2495 Kg (5500 lb) or less.

In the case of a Ford pickup truck listed in Table A or B, this vehicle, as altered, will continue to conform to the requirements of the previously listed safety standards provided the vehicle is altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (not including trailer hitch), and the installation of an aftermarket Second Unit Body (SUB) in accordance with the following conditions:

1. The following lighting components must be designed and installed on the altered vehicle in accordance with the requirements of F/CMVSS No. 108, Lamps, Reflective Devices, and Associated Equipment:

   - Tail Lamps*
   - Stop Lamps*
   - License Plate Lamps
   - Back-Up Lamps*
   - Rear Turn Signal Lamps*
   - Rear Side Marker Lamps*
   - Reflex Reflectors*
   - Center High Mounted Stop Lamp (if the second unit body blocks the view of the factory installed CHMSL, another CHMSL must be added)
   - Front and Rear Identification Lamps (for vehicles over 80 inches in width)
   - Front and Rear Clearance Lamps (for vehicles over 80 inches in width)

   The items of lighting equipment on the cab of the pickup truck (including wiring and power supply) must not be removed, modified, replaced, or altered. Further, the second unit body installed by the vehicle alterer must not impair the visibility and conformity to the photometric requirements of the lamps and reflective devices installed on the cab of the pickup truck.

   Pickups equipped with Blind Spot Information System (BLIS) have sensors built into the tail lamps. The BLIS system will not function properly and error messages will appear if the tail lamps are removed from vehicles with this feature. For Superduty pickups, BLIS can be disabled, see SVE Bulletin Q-265 for details. BLIS cannot be disabled on Ranger pickups, therefore it is only recommended to use XL trim vehicles WITHOUT Co-Pilot360 option for box removal. See the Ranger or Super Duty Body Builder Layout Book (BBLB) for additional details.

2. The installed Second Unit Body (SUB) must meet the following criteria:

   - Not less than the SUB Minimum Weight listed in Table A or B for the particular pickup model.
   - Not greater than the weight calculated using the following formula:

     SUB max weight = Maximum Complete Vehicle Unloaded Vehicle Weight (UVW) from Table A or B – Original Equipment Manufacturer (OEM) Curb Weight + weight of permanently removed components.

   The height of the Center of Gravity of the installed Second Unit Body must not exceed the value specified in Table A or B for the particular pickup model. The SUB C_g height is measured from the top surface of the frame at the rear of cab.

   Weights of commonly removed components for reference:

   Pickup Box (Fully Trimmed) – See Table A or B (same as SUB Minimum Weight)

   Rear Step Bumper (less Trailer Hitch)
   Ranger – 20 lb [9.1 kg]
   Super Duty - 74 lb [33.6 kg]

   Spare Wheel and Tire
   Ranger – 47 lb [21.3 kg]
   Super Duty – See Table C

3. Fuel fill components must be replaced with those approved for the applicable Box Delete model. The following parts are needed (available through your local Ford Dealer)

   Ranger:

   - Fuel Fill Pipe – part number KB3Z-9034-C
   - Fuel Fill Conversion Kit – part number KB3Z-9B149-A
   - Fuel Cap – part number HC3Z-9030-A
   - The carbon canister vent tube may be reused, or replaced with KB3Z-9A086-A.

   Super Duty:

   - Fuel Fill Pipe – part number
     HC3Z-9034-G for Diesel
     HC3Z-9034-H for Gas
   - Fuel Fill Conversion Kit – part number
     HC3Z-9B149-E for Diesel
     HC3Z-9B149-F for Gas

   Fuel fill components must be installed as specified in the applicable Incomplete Vehicle Manual (IVM).

4. A rear view camera that complies with FMVSS 111 requirements needs to be installed. See SVE Bulletin Q-282 for details on Super Duty Trucks.

5. For Ranger Only: The trailer hitch is integrated into the rear bumper assembly. If the rear bumper is removed, it must be replaced with the appropriate trailer hitch released for Box Delete vehicles:

   - KB3Z-17D826-A for Towing Pack 1 (optional wiring harness: KB3Z-13A576-A)
   - KB3Z-17D826-B for Towing Pack 2 (optional wiring harness: KB3Z-13A576-B)

   It is important to install the correct trailer hitch in order to maintain the towing capacity of your vehicle.

Other important information regarding second unit body (SUB) installation and compliance to safety regulations can be found in the applicable Incomplete Vehicle Manual (IVM). Further information that may be of use can be found in the applicable Body Builders Layout Book (BBLB) and in various SVE Bulletins which are available online at https://fordbbas.com. Additional product related questions should be directed to the Body Builder Advisory Service at https://fordbbas.com under the “Contact Us” tab.

PART III - Information Concerning Exhaust and Evaporative Emissions Requirements

NOTE: The information herein is provided as guidance only; it is the responsibility of the vehicle alterer to assure compliance of the altered vehicle with the applicable emission requirements.

A copy of the appropriate Ford Owner's Manual and Warranty Guide must be installed in the altered pickup truck prior to sale to the ultimate purchaser in order to provide emissions system information and maintenance schedules.

Exhaust and Evaporative Emissions Requirements

As completed pickup trucks, Ford vehicles are certified to meet all applicable emissions requirements. For those Ford models authorized for pickup box removal, the alterer (or "secondary manufacturer") is responsible for determining continued conformity of the altered vehicle. Ford is providing the following information to assist the alterer in understanding their certification responsibilities.

Both the US Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have provided guidance to secondary manufacturers on when they can rely on Ford's emissions certification and when they need to pursue their own certification. Additionally, Ford has requirements that must be met in order to maintain the original vehicle certification.

A. US Environmental Protection Agency Guidance

Guidance from the US Government is based, in part, on statements made by C. N. Freed of the Environmental Protection Agency (EPA) in a letter of July 13, 1979 to M. H. McBride, legal counsel of the Recreation Vehicle Industry Association. That letter explained EPA's policy concerning alterers of complete light-duty trucks in the context of EPA's Advisory Circular No. 64 – a March 7, 1977 publication that provides guidance on the need for separate certification of vehicles modified after original manufacture, but prior to sale and delivery to the ultimate purchaser. The maximum complete vehicle weight (UVW) provided in Tables A and B are calculated in accordance with the definition of "maximum vehicle weight" provided in the July 13, 1979 letter. The letter provides that alterers of complete light-duty trucks need not re-certify such vehicles for emission control purposes if:

1. The altered vehicles conform, in all material respects, to the design specifications in the original manufacturer's application for certification, and
2. The weight of the altered vehicle, including the weight of fuel at nominal tank capacity, is no more than 500 lb above the "maximum vehicle weight."

The letter further states that no frontal area restrictions will apply to alterers who comply with conditions (1) and (2) above. Alterers who do not comply with these conditions will be considered manufacturers under the Clean Air Act and will be required to assure that the altered vehicles are certified.

Questions concerning EPA's policies, with respect to alterers of completed vehicles, should be directed to the alterer's legal counsel or the Environmental Protection Agency.

B. California Air Resources Board Guidance

Guidance from the California Air Resources Board is contained in the Dec 6, 2012 amended California Exhaust Emissions Standards and Test Procedures for Passenger Cars, Light Duty Trucks and Medium Duty Vehicles document. To paraphrase Part I, section H, paragraph 1.3, "Scope of Certification":

The original manufacturer's emissions certification is still valid if the vehicle modifications stay within the following guidelines:

1. The vehicle alterer does not increase the vehicle's unloaded vehicle weight by more than 10% over the maximum curb weight (unloaded vehicle weight specified in Table A or B for the particular model), does not increase the frontal area by more than 10%, or does not provide a combination increase of weight plus frontal area of more than 14%.
2. No axle ratio, tire size or tire type changes are made that would increase the drivetrain ratio by more than 5%.
3. The vehicle emissions control system is not modified

Questions regarding these requirements should be directed to the alterer's legal counsel or the California Air Resources Board.

C. Ford Guidance

Ranger: The following Weight Restrictions apply to the completed vehicle:

- Maximum Curb Weight – 2295 kg [5060 lb]

For use in calculating CARB limits: The Frontal Area of an unaltered Ranger Pickup is 2.88 m^2 [31.0 ft^2]

Super Duty: The following Frontal Area and Weight Restrictions apply to the completed vehicle:

- 6.2L Gas Engine
  - Max GVWR 4536 kg [10,000 lb] or less:
    - Max curb weight – 4309 kg [9500 lb]
    - Max frontal area – 5.57 m2 [60 ft2]
  - Max GVWR greater than 4536 kg [10,000 lb]:
    - Max curb weight – 5216 kg [11,500 lb]
    - Max frontal area – 5.11 m2 [55 ft2]

- 6.7L Diesel Engine
  - Max GVWR 4536 kg [10,000 lb] or less:
    - Max curb weight – 4309 kg [9500 lb]
    - Max frontal area – 3.76 m2 [41.0 ft2]
  - Max GVWR greater than 4536 kg [10,000 lb]:
    - Max curb weight – 4763 kg [10,500 lb]
    - Max frontal area – 4.74 m2 [51.0 ft2]

NOTE: Frontal area of the vehicle includes the cab and second unit body, see the Frontal Surface Area Worksheet in the applicable BBLB for assistance with frontal area calculation.

Table A - Ranger Models Available for Pickup Box Removal (1)

Body Style	Drive	WB (in)	GVWR (lb)	Second Unit Body Limits		Max Complete Vehicle UVW (lb)
				Min Weight (lb)	Cg Max Height (in)(2)	
Super Cab	4x2	126.8	6050	236	20	5060
Super Cab	4x4	126.8	6050	236	20	5060

(1) Only recommended for XL trim vehicles without Co-Pilot360 option
(2) Vertical Height measured from the top surface of the frame at the rear of cab

Table B – Super Duty Models Available for Pickup Box Removal

Body Style	Model	Drive	WB [in]	GVWR [lb]		Second Unit Body Limits		Maximum Complete Vehicle UVW [lb] c/	
						Weight	Max. Height a/		
				6.2L	6.7L	Min [lb]	Cg [in]	6.2L Gasoline	6.7L Diesel
Regular Cab	F-250	4x2	141.6	9900	9900	445	17.6	7819	7749
	F-250	4x4	141.6	9900	9900	445	17.6	7819	7749
	F-250 / F-350	4x2	141.6	9950 / 10,000	10,000	445	17.6	7819	7749
	F-250 / F-350	4x4	141.6	10,000	10,000	445	17.6	7819	7749
	F-350 d/	4x2	141.6	10,500	11,000	445	17.6	—	—
	F-350 d/	4x4	141.6	11,300	11,500	445	17.6	—	—
	F-350 DRW	4x2	141.6	13,500	13,000	486	24.0	—	—
	F-350 DRW	4x4	141.6	13,800	13,000	486	24.0	—	—
SuperCab	F-250	4x2	148.0	9900	9900	445	24.0	7819	8608
	F-250	4x4	148.0	9900	9900	445	24.0	7819	8608
	F-250	4x2	164.2	9900	9900	445	24.0	7819	8608
	F-250	4x4	164.2	9900	9900	445	24.0	7819	8608
	F-250 / F-350	4x2	148.0	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x4	148.0	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x2	164.2	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x4	164.2	10,000	10,000	445	24.0	7819	8608
	F-350 d/	4x2	148.0	10,500	11,000	445	24.0	—	—
	F-350 d/	4x4	148.0	11,100	11,500	445	24.0	—	—
	F-350 d/	4x2	164.2	10,900	11,500	445	24.0	—	—
	F-350 d/	4x4	164.2	11,000	11,500	445	24.0	—	—
	F-350 DRW	4x2	164.2	13,900	13,000	486	24.0	—	—
	F-350 DRW	4x4	164.2	14,000	13,000	486	24.0	—	—
Crew Cab	F-250	4x2	159.8	9900	9900	445	24.0	7819	8608
	F-250	4x4	159.8	9900	9900	445	24.0	7819	8608
	F-250	4x2	176.0	9900	9900	445	24.0	7819	8608
	F-250	4x4	176.0	9900	9900	445	24.0	7819	8608
	F-250 / F-350	4x2	159.8	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x4	159.8	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x2	176.0	10,000	10,000	445	24.0	7819	8608
	F-250 / F-350	4x4	176.0	10,000	10,000	445	24.0	7819	8608
	F-350 d/	4x2	159.8	10,700	11,400	445	24.0	—	—
	F-350 d/	4x4	159.8	11,300	11,500	445	24.0	—	—
	F-350 d/	4x2	176.0	11,000	11,500	445	24.0	—	—
	F-350 d/	4x4	176.0	11,200	11,500	445	24.0	—	—
	F-350 DRW	4x2	176.0	14,000	13,000	486	24.0	—	—
	F-350 DRW	4x4	176.0	14,000	13,000	486	24.0	—	—

a/ Vertical height measured from the top surface of the frame at the rear of the cab.
c/ Weight shown is maximum allowable for safety certification for vehicles with a GVWR less than or equal to 10,000 lbs.
d/ Maximum available GVWR with 18" wheels and tires.

Table C – Super Duty Tire and Wheel Weights

Wheel Size	Wheel (only) Weight [lb]
17x7.5 (Steel Wheel – F250/350 – SRW)	37.8
17x7.5 (Aluminum Wheel – F250/350 – SRW)	27.2
17x6.5 (Steel Wheel – F350 – DRW)	39.2
17x6.5 (Aluminum Wheel – F350 – DRW)	24.8
18x8.0 (Steel Wheel – F250/350 – SRW)	43.4
18x8.0 (5-spoke Aluminum Wheel – F250/350 – SRW)	32.3
18x8.0 (6-spoke Aluminum Wheel – F250/350 – SRW)	32.5
19.5 x 6.0 (Steel Wheel – F450/550 – DRW)	51.1
19.5 x 6.0 (Aluminum Wheel – F450/550 – DRW)	34.6
19.5 x 6.0 RW (Steel Wheel – DRW) #	52.0
19.5 x 6.75 K (Steel Wheel – DRW) #	42.5
20x8.0 (7-spoke Aluminum Wheel – Lariat – SRW)	36.0
20x8.0 (8-spoke Aluminum Wheel – Lariat – SRW)	36.0
Tire Size	**Tire Weight [lb] ***
LT245/75R17	45.9
LT265/70R17	50.8
LT275/65R18	51.4
LT275/70R18	60.3
225/70R19.5	62.0
LT275/65R20	60.5

* Typical tire weight
# F53 / F59 Basic Stripped Chassis